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THE CROWDED PORT OF MARSEILLE

An offshore view of the busy city resembles that of a New World French stronghold, Quebec, in Canada. The modern church of Notre Dame de la Garde, which overlooks the city from the heights, is beloved of seafaring men (see Bulletin No. 1).

HOW TEACHERS MAY OBTAIN THE BULLETINS

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By Water Through a Mountain to Marseille

FRANCE, too, has some things that are the "biggest in the world."

Prompted by the United States' claims to wonders of the world, a French writer recently listed ten French engineering triumphs. On his list are the Eiffel Tower, Le Bourget Flying Field, the billion-candle power searchlight on a mountain to guide night fliers, and the Canal de Rove, "the biggest underground canal."

President Doumergue of France, at the dedication of the Rove Canal last spring, sailed out of Marseille to a hole in a near-by mountain. He peered in and saw a point of light. He sailed on a flowing river into the dark cavern, 50 feet high and 70 feet wide, and after traveling five miles came out into the sunlight on the other side of the mountain.

France Has Larger Canal and River Traffic Than United States

Marseille has, in brief, Seattleized itself, but at the expense of more time, trouble, men and money, than it cost the western metropolis. Seattle dug a ship canal to Lake Washington, which lies back of the city. Marseille has built her Rove Tunnel under the 870-foot mountain peak which separates the port on the Mediterranean from Etang de Berre, a shallow lake behind the ridge.

Why did Marseille spend $60,000,000 and carry on work requiring sixteen years for fruition? For the reason that the canal connects Marseille with the waterways of all France, Belgium and Germany. France's river and canal commerce one recent year amounted to 347,357,000 tons, which is one and a half times as great as the tonnage on the rivers and canals of all the United States.*

With her natural geographic advantages improved by the new Rove Tunnel, Marseille becomes a natural port for much of France's stupendous water-borne traffic because the city lies near the mouth of the Rhone River. Although the Rhone runs so swiftly that it presents greater obstacles for boat traffic than the slow streams of Northern France, still it affords a reasonably good route to Lyon, third city of France. Canals along the Saone River, which branches north from the Rhone at Lyon, open barge routes to Paris and to the Rhine.

Marseille Called "The Buckle of the World"

Barges are built for quiet waters, so their masters have looked with alarm at the prospect of taking them through the Mediterranean waves 25 miles from Marseille to the mouth of the Rhone. The new canal, after permitting barges to pass through the mountain, admits them to the Etang de Berre and thence to a canal which joins the Rhone at the famous old Roman town of Arles, 40 miles to the north.

Marseille seems to need no canal for the increase of its prosperity. In France it is second only to Paris in population, and a very close second to Rouen as a port. Frenchmen call Marseille "The Buckle of the World" because its port links North Africa, the Near East and the Far East to North Europe. The

*See "Through the Back Doors of France," National Geographic Magazine, July, 1923, and "Across the Midi in a Canoe," August, 1927.

Photograph by H. A. Strohmeyer, Jr.

THE CONTRIBUTION OF A DUTCH PROVINCE TO A DELAWARE LANDSCAPE

Holstein-Friesian cattle are well known in the United States. The breed originated in Friesland, north of the Zuyder Zee. This bit of dike-rimmed territory still sells blooded stock throughout the world (see Bulletin No. 2).

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Friesland: Holland of the Picture Books

WITH ALL the determination of a scouring housewife the Dutch Government mops up the water from the shallow floor of the Zuyder Zee.

Holland may find, however, when she has diked the Zuyder Zee, wrung the salt water into the ocean and spread out farms, that she has scrubbed the quaintness off Friesland.

The Province of Friesland hides from more modern Holland by lying north of the Zuyder Zee. Seclusion has preserved to Friesland the costumes of Hans Brinker of silver skates fame.

The provincial costume is still almost universally worn in the rural districts. This dress of many petticoats and tight bodices is surmounted by a head covering of unique splendor. A gold casque with spiral ornaments over either temple is covered with a cap of finest lace, bordered with a frill across the back of the neck. The gold portion of this headdress is one of the most valued treasures of every provincial maiden, being often a present of father or fiancé, or a result of the savings of years. Less fortunate maidens have to content themselves with casques of gold plate or of silver. Even the threat of baldness from so tight a head covering has not sufficed to deter Friesland belles from wearing their native millinery. It is said that some cut off their tresses to produce the fashionable round shape to the head.

Good Geographic Reasons for a Strange Type of House

When the water is drained from the Zuyder Zee roads will bring automobiles and tourists directly into Friesland. Unless some miracle happens, the picturesque costumes will disappear into clothes chests. Friesland will appear in London modes for men and Paris fashions for women.

Friesland is bordered by a rim of dikes and high sand dunes behind which the country is so low that, were these dikes to break, the entire province would be submerged. During the summer months the climate of this low, flat plain is mild and pleasant. Canal-bordered fields are filled with black and white grazing cattle.

Friesian cattle, better known in America as Holstein-Friesian, have found their way into most of the milk and butter countries of the world.* Friesian cattle were mentioned by the Roman historian Tacitus as being of importance as early as the year 28 A. D. Perhaps, because of this early start, or by reason of the favorable location of the province in regard to industrial cities of northern Europe, Friesland farmers have grown prosperous through many years of furnishing their neighbors with butter and cheese.

Friesland's winter weather often is severe. Storms of wind and rain lash over the land for days. The necessity for feeding and warming milk cows during such periods has developed a style of domestic farm architecture peculiar to the province. Barn and dwelling are under one roof, which rises high into the sky in order to provide loft space for the immense amount of hay needed as cattle feed during the long winter. The whole gives the appearance of a

*Characteristics of the Holstein-Friesian breed can be found in "Cattle of the World," published by the National Geographic Society, and available in many school and public libraries.

whole traffic lane between the Rhone mouth and the North Sea goes by the name of Isthmus of Europe, and the completion of the Rove Tunnel makes Marseille the Panama City of that busy isthmus.

Bulletin No. 1, March 5, 1928.

Photograph by Standard Scenic Co.

A CATHEDRAL OVERLOOKING THE WHARVES OF MARSEILLE

Marseille is one of the great ports of the world. Its commercial position is due partly to the fact that canals of the vast French system reach it. Raw products from French colonies landed at Marseille often go north to factory towns by canal boats.

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How Cables Tie the Continents Together

COMMERCE has at last found a use for the Aleutian Islands. A company in the United States proposes to use certain Aleutian Islands as stations for a new cable line to the Orient following the great circle route.

Transoceanic cables have increased the value of oceanic real estate. Especially is this true in the Pacific Ocean, where islands too small for agriculture found a vocation in forwarding cable messages from San Francisco to Singapore or Shanghai.

While radio spectacularly sends messages without wires, each year sees the continents connected by new and faster cables.

First Submarine Cable Laid in New York Harbor

Progress in spanning the salt water that divides the world into what were once "idea tight" compartments—and which now know the gossip of each other's market places, forums and boudoirs as soon as they are known at home—started in earnest only three-quarters of a century ago after Samuel F. B. Morse proved with the telegraph that distances over land were slight barriers to exchanging signals. It is perhaps little known that Morse also was one of the first to experiment with under-water signaling. After successfully sending messages through a wire laid under part of New York harbor from Castle Garden (now the New York City Aquarium) to Governor's Island, he said that signaling over a properly built cable between Europe and America should be possible.

The first efforts to realize Morse's prediction, in the late forties, were failures. Because neither cable-making nor cable-laying had been mastered, the cable broke again and again, and the broken end was finally abandoned in mid-Atlantic. The first commercially successful submarine cable was laid as the result of the much less ambitious desire to connect England and France. This cable, about 25 miles long, was laid under the Straits of Dover in 1851. Then came other short cables: Italy to Corsica and Sardinia, Sardinia to Africa, Scotland to Ireland, and a length in the Black Sea.

In 1857 Europe and America were first connected by cable and messages were exchanged for several months. But the insulation of the cable was destroyed by currents of too great strength, and the two continents were again without electric communication for nearly ten years. An attempt to connect Europe with India through the Red Sea was the next ambitious cable project, but it, too, was a failure. The first successful long cable, chiefly useful for commercial purposes, was laid, fittingly enough, in the waters of the Mediterranean, where commercial nations first sprang up. It extended from Malta to Alexandria and was opened in 1861.

Pacific First Crossed by Cable in 1902

Europe remained without cable news from the United States during the Civil War, but in 1866 the Atlantic was electrically bridged, and the connection between the Old and the New Worlds has since been continuous. In 1869 a cable was laid from France to the United States. Other cables were laid from the British Isles, and later direct connection was established between Germany and America. By the beginning of the World War thirteen transatlantic cables were in operation between Europe and the United States.

one-story cottage pushed low into the earth by weight of an immense pointed roof, which reaches above the tops of the tall trees lining the roadway.

Curtained Windows for Cows That Wear Ribbons

A hall separates the living quarters of the farmer's family from space set aside for cows, which, as a rule, is the larger portion of the house. Visitors testify that these barns are spotless and odorless. Each stall is sanded and has a window of its own, inevitably decorated with a fresh, white window curtain. Every cow has a bath daily, and many of their tails are tied up with ribbon.

There is always a milk room or dairy, equally spotless, with scrubbed tables and benches and shining brass utensils. Such immaculate cleanliness is obtained by much wielding of the scrub brush on the part of women members of the household.

Friesland cattle raisers are noted for their hospitality, which is especially enjoyed by English or American visitors because many words of the two languages are the same.

"Good butter and good cheese, is good English and good Friese," runs an ancient proverb that can be understood by both peoples.

Friesian dialect is said to have many expressions similar to the highland Scotch. Perhaps this accounts for the fact that there are always Scotch buyers at the Friesian cattle fairs, which for many years have furnished blooded dairy stock to the markets of the world.

Bulletin No. 2, March 5, 1928.

Photograph by Junius B. Wood

AN AUTOMOBILE IS STILL A CURIOSITY ON THE ROAD OUT OF ALEPPO

Travelers on the caravan routes which go out from the "Crossroads of Asia Minor" are warned not to establish tourists' camps along the road. Safety from Bedouin marauders can be assured only in the cities (see Bulletin No. 4).

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Aleppo: Crossroads on a 4,000-Year-Old "Lincoln Highway"

ALL ABOARD for Nineveh!

Of course Nineveh is dead and jackals howl on her ruins. Yet the bus driver at Aleppo could not be accused of misrepresentation. Mosul, his destination, is the modern twin city of Nineveh, capital of the kings of Assyria.

Dispatching travelers, caravans—even trains—is nothing new in Aleppo's life of three or four centuries. But dispatching automobile busses on a regular passenger service to Mosul is new. The fact that Mosul's oil wells have begun to produce commercially will promote the use of busses on the route.

The army of American motorists will understand why Aleppo has always been of great importance if told that it stands where Asia's age-old "Lincoln Highway" crosses its "Dixie Highway."

Crossroads Town in Abraham's Day

Four thousand years ago when Abraham moved to Palestine there was an established caravan route north and south through Syria from Egypt toward Babylon. And at least from the time of Phoenician greatness there was a similar route between the coast cities on the west and Assyria and Babylonia to the east. The oasis near which these great trade routes joined became the site of one of the world's first "crossroads towns"; and since then, whenever the world about it has enjoyed peace and carried on trade, it has reaped the benefits in prosperity and importance.

Its own world sufficed for many centuries to keep Aleppo a thriving city into which scores of long camel caravans came yearly. The Crusades did not greatly interfere with this prosperity, for the successes of the Crusaders stopped literally at Aleppo's walls. Antioch, on the Mediterranean, barely 70 miles away, was the first Syrian stronghold to be captured by the Christian Knights and the last to be surrendered; but they were never able to subdue Aleppo, which stood for 300 years as a bar to Christian advance inland. This Mohammedan city, so close to the Crusader's stronghold, became Saladin's capital.

Geographic exploration in other parts of the world may seem far removed from the prosperity of an ancient city in Syria, but Europe's discoveries in the fifteenth century were quickly felt in Aleppo. After the Crusades, Europe demanded an ever-increasing supply of spices and other products from the Far East, and Aleppo, near the western end of the land route over which such goods came, became more and more prosperous. Nearly all the western trading nations established representatives and warehouses in the city.

The "Steel Camel" Has Revived Aleppo's Trade

The establishment of a sea route around Africa to the east injured Aleppo somewhat, and the opening of the Suez Canal almost dried up its stream of east-west trade and brought up the pessimistic picture of a time when camel-trains might be a curiosity.

But the railroad locomotive which westerners nickname "the steel horse," has proved Aleppo's "steel camel," and is bringing the city back to its old place of importance. The famous Berlin-to-Bagdad Railroad, which was completed half

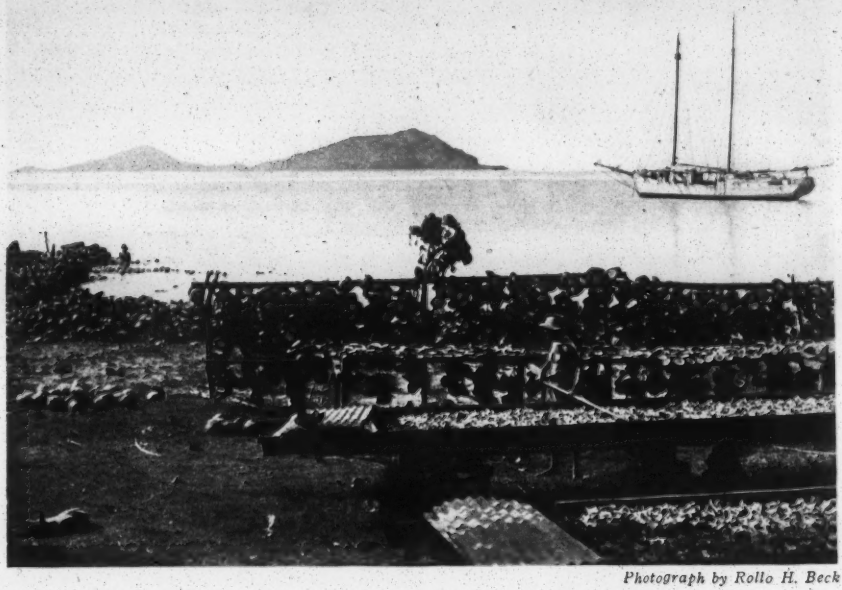
Once the North Atlantic was bound by the great metal strands, these far-reaching tentacles of man's intelligence began to stretch out under the waters of all the earth's oceans. The British Isles were tied to the Continent by numerous cables reaching to France, Belgium, and Holland. The Scandinavian countries were connected with each other and Germany. Portugal laid a cable to Brazil, and after this pioneer others followed at various points across the South Atlantic. A line through the Mediterranean and the Red Sea connected England with India, Australia, the East Indies and China.

Finally in 1902 the greatest of cable-laying projects was undertaken—the crossing of the Pacific. The first Pacific line was laid by a British company from Vancouver, British Columbia, to Australia, a distance of 7,800 miles.

The Pacific, with its vast distances, illustrates admirably the cable-created need for the ownership of small islands, for which, during the latter part of the last century, there was much competition, little understood by many laymen. Signals traverse under-water cables weakly at best, and there are definite limits to the distance over which messages can be transmitted. Island relay stations, therefore, become vital necessities. Because Great Britain owns no islands in the northeastern Pacific and it was not desired to relay on the alien territory of Hawaii, the first Pacific cable has the longest non-relayed section in the world, 3,458 miles, from Vancouver to Fanning Island.

In 1903, a year after the British cable was laid, an American Pacific cable was established extending 7,846 miles from San Francisco to the Philippines, with relays at Hawaii, Midway Island, and Guam. Without the possession of these islands by the United States, the building of a transpacific cable under American control would have been impossible. This American line has a branch from Guam to the now famous island of Yap, and connections from there to Shanghai and Japan to the north and to the Dutch East Indies to the south.

Bulletin No. 3, March 5, 1928.



Photograph by Rollo H. Beck

DRYING COPRA ON AN ISLAND IN THE SOUTH PACIFIC

Copra and cables are major activities in the South Pacific. To the left on the ground can be seen the coconuts. On the rack are coconuts split open, drying in the sun. A native shifts the dried coconut meat, or copra, on a long table. Shipped to the United States, copra becomes candles, coconut oil and a constituent of oleomargarine.

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Breslau Expands

BRESLAU let out another hole in its belt recently, extending its municipal girthline to include a number of suburbs.

Greater Breslau thus acquires a total population of more than 600,000 and seventh place among German cities. Milwaukee, Wisconsin, is slightly smaller than Breslau; Pittsburgh is slightly larger.

Like Pittsburgh, Breslau is a center for industries depending on metals and coal.

Distributing Center for the Ruhr of East Germany

The German city's prosperous growth has been nourished by every element that goes to building a great industrial center. It lies in a fertile plain, on a navigable river, the Oder, which affords a deep waterway to the Elbe and the Vistula. Its railways extend to Berlin, Vienna, and other important cities. It is a trade depot close to the Polish and Czechoslovakian borders.

Breslau is the capital of Silesia, a region of Prussia, nearly as important industrially as the Ruhr Basin. It is a distributing point for the world's richest zinc deposits near Beuthen; for the great mining and smelting districts, Zaborze and Königshütte; for the glassware of Gleiwitz and the water-powered textile works of central and southern Silesia.

Factories and train yards have not eradicated traces of Breslau's historic career from the time, in the thirteenth century, when it was a stronghold of the Hanseatic League. Its old fortifications were converted into beautiful walks, and its moats now are attractive ponds.

The Town Hall is a fine Gothic building, conspicuous on the city's market square, wherein also is the historic Furstensaal, where the Silesian congress formerly met.

Former Home of Crown Prince Nearby

One of the noteworthy churches of Breslau, St. Elizabeth's, has the highest steeple in Prussia, rising some 300 feet, the largest bell in Silesia, and one of Germany's most famous pipe-organs. The Sandkirche, dedicated to "Our Lady of the Sands," formerly was the church of the Augustinian Canons, more popularly known as the "Black Canons," because of their hoods. The Roman Catholic Cathedral, dating to the twelfth century, is a treasure-house of painting and sculpture. Among its art works is the "Madonna of the Pines," attributed to the elder Cranach.

Oels, a refuge place of the former German Crown Prince, is only about 25 miles from Breslau, and one of the chief employments of the Oels townspeople is raising vegetables for the Breslau market.

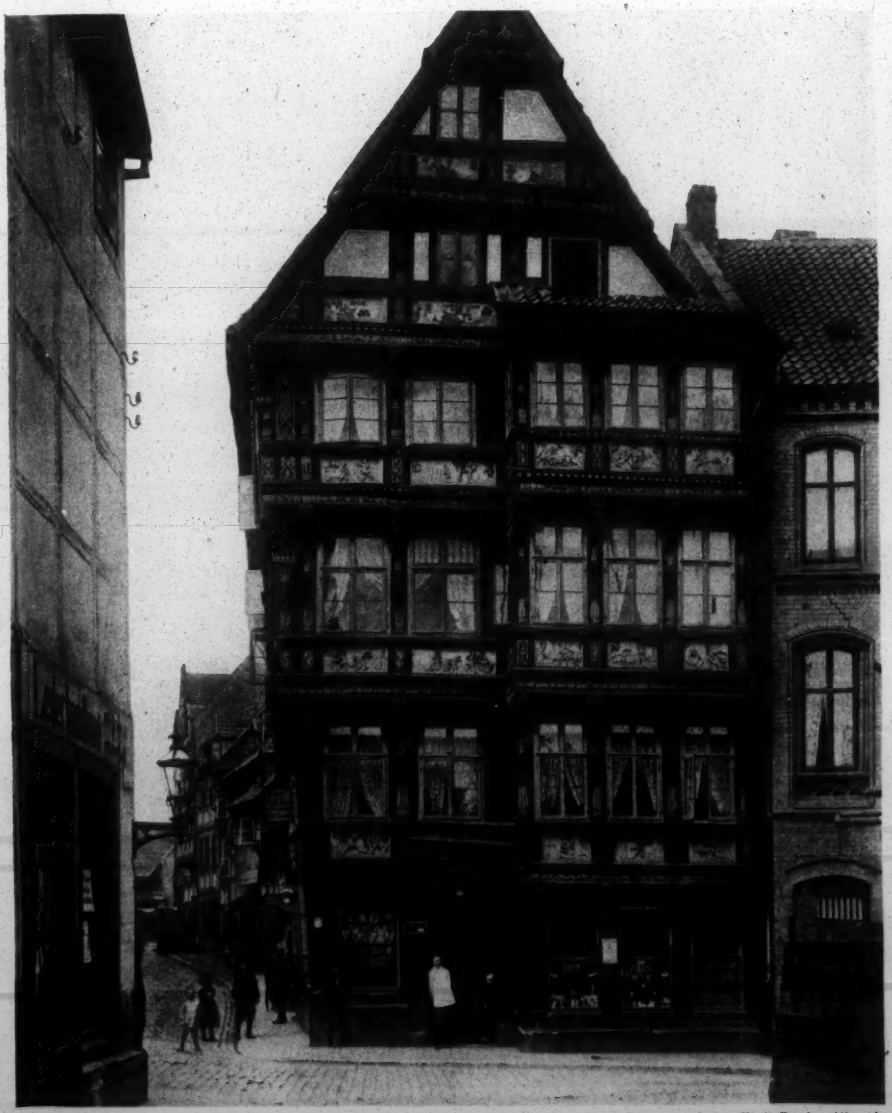
the distance from Aleppo to Mosul, dips to Aleppo on its way through Asia Minor and meets the railway which now extends from Egypt northward through Syria. The old important camel trails have thus given way to more important trails of steel, and where the one contributed the equivalent of pennies, the latter may yield the equivalent of dollars. Aleppo is in a fair way to become "the Chicago of the Near East."

Bulletin No. 4, March 5, 1928.

© Donald McLeish

DUTCH LANDMARKS

The windmill and the black-and-white Holstein-Friesian cattle are almost equally characteristic of the Dutch countryside. The former is used for draining pastures for the latter to graze in, and the two, combined with the cleanliness and thrift of the people, have placed the Netherlands high in rank among dairy nations (see Bulletin No. 2).



Photograph by Emil Poole Albrecht

AN OLD TIMBERED HOUSE FRONT IN A GERMAN TOWN

Many German cities such as Breslau, Leipzig and Munich have grown rapidly in recent years, yet the ornate houses of medieval Germany have been preserved in many of the great cities. Hildesheim is the proud owner of this carved ornate building, which is called the Roland Hospital.